THE BLOOMFIELD CITIZEN.

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ORE MR. TRUESDALE.

NS WHY THE WATSESSING STA-ON SHOULD NOT BE MOVED.

resented by a Committee of Citi-ns from this Town and East Or-nge—The Arlington Avenue Station Will Be Built—The Fate of Watses-ing Station Uncertain.

committee of citizens from this h and East Orange who went to New k city on Friday of last week to erview President Truesdale of the kawanna Railroad Company in re-ard to rumors about the future location of the Watsessing station, and at the same time to enter a protest against oving it away from Watsessing Ave-e, were successful in meeting the esident of the railroad company, and r; cordially received by him. The mittee stated its mission and ad-nced its arguments against removing station to Arlington Avenue. Presi-nt Truesdale expressed surprise at the position against moving the station, d said that the committee had him at disadvantage, as he was not suffi-ntly familiar with the situation to uss the matter. He named Monday noon at three o'clock for another terview.

The committee, armed with maps, photographs, and petitions signed by several hundred people, went to New again on Monday. On the occasion this second visit Mr. Truesdale had him Chief Engineer McFarland and erintendent Ketcham. The railroad cials admitted that the maps and ures were arguments against the ving of the station, but said their ntemplated action had in view future development. The present Watsessing station, it was said, is badly located. Mr. McFarland, the company's engineer, said that the proposed moving of the Watsessing station was in line with olicy the company had decided upon regard to all its stations. Presi-dent Truesdale said that track elevation also entered into the matter. The citi-zens' committee pointed out to Presi-nt Truesdale that the present Wat-ing station had been in existence ly half a century. Property values been [illegible] by the presence of station. [illegible] and surrounding ty cha[illegible]

[illegible] Closure. To [illegible] against the [illegible] Avenue ving decr[illegible] business at ison more [illegible] so pointed out been w[illegible] location served [illegible] portion of were [illegible] Grace Ga[illegible]e was not a direct re[illegible]adings [illegible] Engineer McFarland [illegible] from Wat-coming to the [illegible] ion. The committee called [illegible] attention to the roundabout way that would have to be taken to get to Bloomfield.

The fact that eight per cent. of the commut[illegible] who travel to and from the Watse[illegible] station had signed the pro-test a[illegible]t moving the station appeared to im[illegible] President Truesdale forcibly. He [illegible] of the opinion that there was no [illegible]ition of any account against [illegible] the [illegible]. The people, he understood, [illegible]

The interview [illegible] without any definite promise [illegible] the railroad offi-cials to the [illegible]ittee, except that nothing would [illegible]ne in the matter until spring [illegible] before any definite action was [illegible] in regard to the pres-ent Watsessing [illegible] the committee would be notified and given another hearing.

The Arlington Avenue station will be built, and there is a probability that the Glenwood Avenue station will be moved several hundred feet towards Watses-sing.

Death of Marion Bucher.

Mr. and Mrs. Frank C. Bucher met with a sad bereavement on Friday night of last week in the death of their little daughter Marion Louisa after an illness of about five weeks duration. The little girl, a bright and promising child, was in the [illegible] year of her age. She was a [illegible] child, and popular with her young playmates. She attended the Liberty Street School, and was a constant attendant at the Westminster Presbyterian Church Sunday-school. The Rev. George A. Paull of the West-minster Church conducted the service. Numerous floral tributes contributed by sympathetic friends covered the casket.

Will Purchase a Fire Engine.

On the recommendation of the Fire Com-mittee the East Orange City Council has decided to advertise for bids for a [illegible] town chemical engine and hose combina[illegible] The bids will be opened at the wagon, [illegible] meeting of the Council in second [illegible] This is the first engine to be January [illegible] the department, the water used [illegible] which furnishes water for compan[illegible] hydrants being under contract to lights [illegible] pressure enough to throw the supply [illegible] with sufficient force. streams [illegible]

Violin and Piano Instruction at pupil's home or teacher's residence. Residence of address William J. Maier, Mt. Prospect Ave., Newark, N. J., or Ridgewood Mount [illegible]

Christmas at Westminster.

The Christmas service at the Westminster Presbyterian Church on Sunday evening the 22d inst., was largely attended. The main feature of the service was the singing of Dudley Buck's Christmas cantata "The Coming of the King," by the choir of the church. Mr. Louis J. Minter, the organist and musical director in Westminster Church, and under whose conductorship the choir rehearsed the cantata is deserving of unstinted praise for the efficient manner in which the cantata was rendered.

The cantata offered many opportunities for fine solo work and these parts were well sustained by Miss Caroline M. Polhamus, soprano; Miss E. Cecilia Winter, alto; Mr. Royal Fish, tenor, and Mr. Millard Roubaud, bass. The alto solo "The Virgins's Lullaby," was one of the gems of the evening's music, owing to the sweet effectiveness of its rendition. The opening soprano solo "Arise, oh Jerusalem," was another fine piece of work. The chorus work was highly creditable, and amply met all requirements in tone and vigor, in light and shade. One praiseworthy feature of the singing both in chorus and solo parts was the distinct enunciation. The chorus was arranged as follows:

Sopranos—Miss Caroline M. Polhamus, Mrs. Addison Flint, Miss Helen V. Newton, Miss Grace Shaw, Miss Edith Cooke, Miss M. Stephenson.

Tenors—Mr. Royal Fish, Mr. Chas. Allen Boyd, Mr. James Shedrer, Mr. E. S. Kidder, Mr. A. H. Spear, Mr. Chas. E. Woodward.

Altos—Miss E. Cecilia Winter, Miss Emma Purdue, Mrs. W. P. Sutphen, Miss Grace Crunden, Miss Estelle Newton, Miss Bessie Amerman, Miss Alice Adams.

Bassos—Mr. Millard Roubaud, Mr. Walter Scott, Mr. Raymond Williams, Mr. Norman Biggart, Mr. H. B. Sheldon.

The Messiah.

Handel's oratorio "The Messiah," will be sung at the Watsessing M. E. Church to-morrow evening by a chorus of forty-five voices, assisted by Coffman's orchestra, and Miss G. W. Mulford of East Orange, soprano soloist, and Miss Nettie Dutchess of Paterson, contralto soloist and Charles Eller organ-ist. Arthur A. Eller, choirmaster of the [illegible]

[illegible]	Orchestra.
[illegible]	Chorus.
O, Thou that Tellest,	Miss Dutchess.
For unto us a Child is Born,	Chorus.
Pastoral Symphony,	Orchestra.
Recitatives. (a) There were Shepherds.	
(b) And Lo, the Angel of the Lord,	
(c) And the Angel said unto them.	
(d) And suddenly there was with the Angels.	
	Miss Mulford.
Glory to God,	Chorus.
Rejoice Greatly,	Miss Mulford.
He shall feed His Flock,	Miss Dutchess.
Come unto Him,	Miss Mulford.
His Yoke is Easy,	Chorus.
Behold the Lamb of God,	Chorus.
He was Despised,	Miss Dutchess.
Surely He hath borne our Grief,	Miss Dutchess
All we, like Sheep,	Chorus.
Thou didst not Leave His soul in Hell,	
	Miss Mulford.
Lift up your Heads O ye Gates,	Chorus.
I know that my Redeemer Liveth,	Miss Mulford
Worthy is the Lamb,	Chorus.

The grand Hallelujah chorus, combining the full force powers of the chorus, soloists, and orchestra, will conclude the evening's programme.

Trolley Betterments Promised.

The Montclair Town Council recently announced its intention to deal in a very drastic manner with the North Jersey Street Railway Company unless the latter took immediate steps to improve its transportation service along lines that would tend to the comfort and convenience of passengers, and also of the community in general. The Council's intention evidently made some impression at the main office and brought forth a series of promises from General Manager Young, who in a letter to the Council, read at Monday night's meeting, said that the company would improve the trolley accommodations after the first of the year; that the heavy traffic during the shopping season had taxed the road to its full capacity, preventing needed reforms for the present. Mr. Young also promised that he would give the matter his personal attention. The Council referred the letter to the Franchise Committee, which will follow the matter up after the new year.

Nell Burgess and His Great Play.

There has never been seen anything more legitimately amusing than the hymn-singing episode in "The County Fair," which is to be produced at the Empire Theatre on Monday, December 30. Miss Abigail Prue, the gentle old spinster whom Mr. Burgess so faithfully represents, takes up her hymn-book, arranges her spectacles, sits in her rocking-chair, relegates Sally Green-away to the harmonium, and then joins in the song. The interest in Mr. Burgess's impersonation is great, and is to be found, not in its broad outlines, but in the thousand dainty little artistic touches that could only have been acquired by long and careful study. In every detail Miss Abigail Prue is an admirable picture. It gathers in its five acts a great deal of human nature, a few touches of true pathos, and many quiet photographs of New England rusticity. This is the simple story of the play. The horse race, the corn-raising, the farm pictures are all worth men's Matinees Wednesday and Sat-cut an[illegible] of wat[illegible]

ESSEX CROSS RAILWAY.

Conditions that the Vailsburgh Borough Council Want to Impose Upon the New Railway Enterprise Before Consenting to a Franchise.

The Essex Cross Railway Company's application for a franchise was before the Vailsburgh Borough Council Monday night. Francis M. Eppley, the President and chief promoter of the railway, was present and argued the case in behalf of the company. The bone of contention between the parties interested was the period of life of the franchise. The citizens present opposed the granting of a perpetual franchise. Mr. Eppley's reply to the opposition was rather startling. He said: "Vailsburgh has no right to limit a franchise, as no State law defines that a municipality has any power in the matter beyond granting or rejecting a franchise. A perpetual franchise, therefore, seems to be the only legal one."

This startling statement brought forth a storm of disapproval. President Reynolds asked if Mr. Eppley meant that the Council did not have the power to limit a franchise. Mr. Eppley replied that was what he meant.

The President of the Council and other members of it quieted the people with assurances that the Council never had entertained any idea of granting a perpetual franchise. Aside from the question of the term of life of the franchise, a resolution was adopted embodying conditions that the Council must impose upon the railway company as provisions of the franchise. In view of the fact that the same company will be applicants for a franchise here, it will be interesting to note what the people of Vailsburgh want the company to agree to do in exchange for a franchise:

Resolved, That our honorable Mayor and Council be requested to use their utmost endeavors to have the following conditions and demands embodied in such ordinances as they may see fit to enact:

First—Transfers to be given on all lines crossed by the Essex Cross Railway.

Second—Double tracks to be laid throughout Vailsburgh.

Third—An electric light of at least 32-candle power to be placed on every alternate pole.

Fourth—The cars to be heated to at least 68 degrees temperature during the winter months.

Fifth—Cars to start from the tracks [illegible] junction of the Essex Cross Rail-[illegible]

Sixth—The tracks to be sprinkled by the company at least once a day during the summer months.

Seventh—The cars to be run at not more than fifteen minutes headway.

Eighth—The road to be constructed and in running order one year from the passage of the ordinance, or the ordinance to be null and void; and be it further

Resolved, That we advise the Council of the Borough of Vailsburgh to await the action of the other municipalities before passing any ordinance whatever.

Mr. Eppley met in a general way all the above stipulations and said the company would complete its work by laying tracks, etc., by March, 1902, if a franchise was now granted. The Council decided to continue the hearing January 2.

The probability is that the franchise applied for will be granted. Mr. Eppley can be relied upon to put the people of Vailsburgh in good humor, and strike a mutually satisfactory bargain with them. It is believed that the Essex Cross Railway Company will meet its greatest difficulty in East Orange. While it will more directly tend to benefit local business in town more than any other railway that traverses here, there is a powerful influence in East Orange against street franchises.

It is understood that the company's proposed route through this town is across the Watsessing Lake property. If that is so the company will be likely to have little difficulty in obtaining a franchise. The threatened removal of the Watsessing station may also have an effect in making it easy for the company to get consents and popular approval in that section of the town.

Christmas Exercises.

The Glen Ridge High School closed for the holidays on Friday of last week. Special exercises were held in the assembly hall, which was decorated with holly and green. Several selections from a Christmas service, the words of which were written by Mrs. Frank Goodwin, and the music by Mrs. Warren A. Fuller of Glen Ridge, were given by the Glee Club, under the direction of Miss Frances Landers. The following six young women, each dressed in the costume of some country, told how Christmas was observed by the nation they represented: Miss Madeline Wright, Miss Gladys Burkhalter, Miss Beatrice Spear, Miss Althea Bremer, Miss Ruth Dayton, Miss Leslie Gordon. The programme closed with a Spanish dance with tambourine and castanets by Miss Madeline Wright and Miss Gladys Burkhalter.

Evangelical Union Services.

The Evangelical Union has arranged for the following services: Union service in the First Presbyterian Church, Sunday evening, January 5, Rev. E. W. Brown, pastor of the Glen Ridge Congregational Church, will preach [illegible] noon. Union prayer meeting [illegible] January 10, in the P[illegible] Church. Preab[illegible]

A PUBLIC NEED.

Lackawanna Officials Say It is Only About One-half Mile Between Glenwood Avenue and Watsessing Station.—Pedestrains Compelled to Walk Twice that Distance.

In the argument that took place in the office of President Truesdale of the Lackawanna Railroad Company on Monday of this week between citizens of this town and the railroad company officials, over the location of the Watsessing station, one of the latter made the statement that the distance between Watsessing and Bloomfield was only a half mile, and backed up his statement with the assertion that the distance was measured off along the company's tracks. In so far as an air line or even the railway line is involved the assertion is true, but when it comes to the route that a pedestrian must pursue in going from one place to another the statement does not apply. Wide depressions must be made from anywhere near a straight line by the person who wants to go from Watsessing Centre to Bloomfield Centre no matter which side of the Lackawanna track is followed. Bloomfield Avenue and Glenwood Avenue are the only two streets that penetrate Bloomfield Centre from the direction of Watsessing, and to get to either one of them from Watsessing Centre a wide detour must be made northeasterly or northwesterly, and as a consequence about two thousand people are out of touch with the main business centre of the town.

The detrimental obstacle to the unifying of the business, and in some features the political and other interests of the town, is the Watsessing Lake swamp. It is a reproach to the public enterprise of the town that the big swamp has not been traversed with one or more streets for some years past. Of course it is obvious that the cost of such a project has been the impediment, but it is a question whether the town has not lost many times over the cost of the streets by not heroically taking hold of the problem and solving it.

The main item of cost is the bridges. The necessary bridges, it is claimed by advocates of the scheme, would be built by the county at the latter's expense. The next [illegible] item of [illegible] be the [illegible] Part of that

It has been erroneously supposed that the proposed streets should be brought to a level with the grade of the railroad tracks, and studying the problem with that impression for a basis foots up a cost that is frightful to contemplate. But such is not the case. The Bloomfield Avenue grade is a sufficient elevation on the east side of the track, and about two feet higher than Glenwood Avenue on the west side of the track. The problem is a feasible one and should receive immediate public attention. Much worse places have been remedied in other towns, and the delay of the people of Bloomfield in removing an eyesore from almost the centre of their own town is hindering development and causing much trade to go to Newark that otherwise would come to local business places.

Mt. Olivet Cemetery Desecration.

The men of the Church of the Sacred Heart had a meeting at the Catholic Lyceum Sunday afternoon to take action in regard to the detection of the vandals who recently ran riot through Mount Olivet Cemetery, breaking tombstones and monuments and desecrating graves. Father Nardiello presided, and speeches denouncing the outrages of the vandals were made by Charles Murray, Charles P. Woods and Peter Farley.

A committee of ten was appointed to draft appropriate resolutions asking the Town Council to co-operate with the church in endeavoring to run down the vandals and to add to the reward of $100 offered by Father Nardiello. The committee, which is as follows, will meet again next Monday night: The Rev. Joseph M. Nardiello, Chairman; Charles Murray, Bernard F. Higgins, Michael N. Higgins, Patrick McCabe, John J. Ratners, Charles P. Woods, Frank B. Dailey and Peter J. Quinn. Every effort will be made to apprehend the rascals, and a detective has been hired to assist Chief of Police Collins and his men in arresting the culprits.

In his pulpit discourse last Sunday the Rev. J. M. Nardiello alluded in strong terms to the desecration of the cemetery grounds.

Death of Mrs. Dodd.

Mrs. Francis Dodd, aged sixty-seven years, wife of Robert Dodd, died at her home, No. 470 Broad Street, on Thursday, from a complication of diseases. Mrs. Dodd was well known and highly esteemed among a wide circle of friends in town. She was a member of the First Presbyterian Church. Her husband, three daughters and one son survive her. The children are Mrs. Varndell of Orange, Mrs. Warren Soper of Chicago, Miss Nellie Dodd and Joseph Dodd.

Nothing can surpass fine glassware in [illegible] and usefulness as a [illegible] gift, [illegible] be [illegible] here [illegible] way [illegible]

Prospect for Spring Election.

When the result of the election was announced in November and it appeared on the face of the returns that the Republican party had contrary to predictions benefited by the abolishment of spring elections in cities, it was immediately propheseied that the scope of the anti-spring election law would be extended to take in towns, and a number of local politicians at once made up their minds that there would be no spring election in this town next April. That assertion has been so freely taken for granted that there would be no spring election was taken as a forgone conclusion.

Many citizens anxious to express their sentiments at the polls on local issues and candidates for office felt disappointed with the prospect. The outlook for the spring election has suddenly changed. There is hope for an election. Governor-elect Murphy is in favor of it and what he says will go. The Governor-elect touched on this topic at the annual dinner of the New England Society in Orange, Saturday night.

Mr. Murphy said in the course of his speech. "New Jersey is patriotic, but not altogether what we would like to have it, because I take it, we have not done all we would like to. Take, for example, the consolidation of elections. I believe that local affairs should be divorced from national. (Applause.) No man in the State urged the spring election bill more than I did. One of these days you'll have two elections, for it is the right principle, I believe. And I hope, gentlemen, you who went to New York in the spring and did not vote, will vote in the spring when this change is made."

Mrs. D. G. Garabrant.

While Christmas joys were abounding in many homes last Wednesday morning, the dark shadow of death fell upon the home of one highly esteemed fellow-citizen, Mr. D. G. Garabrant, whose beloved wife [illegible] illness of two weeks with pneumonia, succumbed to that dread disease.

Not only upon the family and relatives, but upon a large circle of friends has this sorrow fallen with peculiar sadness, for by whomsoever known Mrs. Garabrant was known to be esteemed and loved. Her gentle and kindly qualities endeared [illegible] and [illegible] entire community has been moved to sorrow and sympathy by her death.

Mrs. Garabrant was the second daughter of the late Mr. Joseph B. Fairbanks, and was born in Bloomfield, where she has ever since resided. In 1872 she married Mr. David G. Garabrant, and for nearly thirty years has been the light of the home, which was peculiarly her sphere of action and service. For over thirty-seven years she was a member of the First Baptist Church, and not only shared her husband's deep and practical interest in all that pertained to the Church's welfare and progress, but was herself actively identified with its work. As a Sunday-school teacher, a member of the choir, and the Women's Missionary, and other women's societies, she rendered efficient service. For several years she represented the Church on the Board of Managers of the Baptist Home for the Aged, Newark; and one of the last acts of her life was to visit the Home, where her presence always brought sunshine to the aged inmates. She was also deeply interested in the Mountainside Hospital, and served for several years on the Board of Governors, and was also a Director of the Bloomfield Orphan Asylum Auxiliary Association. It was natural for her to be identified with these various benevolent institutions, because her heart was filled with kindly and sympathetic interest for all who needed help.

Her life was beautiful in its simplicity and sincerity. Without any ostentation, but with a gentleness that made the recipients feel the genuiness of the love that was back of the deed, she cheered and comforted many who were needy by her gifts. Many of these feel to-day that they have lost a personal friend.

Death of James P. Jones.

James P. Jones, aged seventy-five years, died at his home in Elm Street on Tuesday, after a long illness from asthmatic troubles. Mr. Jones was born in Sussex County, Delaware, and had been a resident of this town for thirty-seven years. He was well known in church circles here on account of his active participation in all branches of religious work. He was a member of the First Presbyterian Church and had filled a number of official positions in the church. He was a member of the Executive Committee of the Bloomfield Evangelical Union. Mr. Jones was Secretary of the Bloomfield Cemetery Company, and some years ago he was an official in an organization known as the Bloomfield Protective Association. Mr. Jones always took an active interest in local affairs, and attended all public meetings held for the discussion of public measures. He took a deep interest in public school work. A widow, two daughters and one son survive Mr. Jones. The funeral service took place yesterday afternoon from [illegible] family home in Elm Street [illegible]

PASSAIC VALLEY SEWER.

MAIN FEATURES OF THE REPORT OF THE STATE SEWAGE COMMISSION.

Trunk Sewer to New York Bay Recommended—Territory Included in the Sewerage District—Cost of the Project—Bloomfield Will Escape Her Part of the Cost by Annexation to Newark.

The State Sewerage Commission has submitted its report to the Governor and recommended a plan for the disposal of the sewerage of the Passaic River valley cities and towns. As this is a matter in which Bloomfield has a direct interest, the report is one of important local concern.

The main features of the plan proposed by the State Commission are as follows:

First—The place of disposing of the sewerage. New York Bay at a point near Robbin's Reef is the place, and the sewerage is to be carried there by a trunk outlet sewer. At this point the water in the bay is seventy feet deep. This point is a considerable distance inside of the New Jersey State line, so there could be no objection on the part of the New York authorities, or, if they did make objection, it would be unavailing.

Second—The territory to be benefited by the trunk sewer, the sewerage of which flows into the Passaic River, comprises portions of Passaic, Essex, Bergen, and Hudson Counties, covering an area of about 53,200 acres. It embraces the cities of Paterson, Passaic, Newark, Orange, and East Orange, and the towns of Montclair, Bloomfield, Harrison, and Kearney; the whole or parts of the townships of Acquackanonck, Franklin, Union, and Belleville, and part or all of the boroughs of Garfield, Wallington Carlstadt, Rutherford, East Rutherford, North Arlington, East Newark, and Glen Ridge, and with a present population of about 520,000 people. Paterson, Newark, Arlington, East Newark, Harrison, and Kearny have systems of sewerage in operation, collecting the surface water [illegible] well as the sewerage, and Passaic, [illegible], Bloomfield, East Orange, Mont-[illegible] Belleville and Rutherford have [illegible] their collection [illegible] sewerage [illegible] water to follow the [illegible]

Third—The treatment of the sewage before [illegible] believes that it is practicable to discharge the sewage into New York Bay in a crude state. The large volume of water and the strong current insure thorough distribution and inoffensive disposal. The pumping station should be located near the Lehigh Valley Railroad, as close to the west shore of Newark Bay as foundations and physical features will admit. Three pumps of 50,000,000 gallons capacity each should be provided, affording a safe surplus capacity for pumping 100,000,000 gallons per day, the anticipated daily sewage flow of the near future.

Fourth—The length and size of the trunk sewer must be seven feet in diameter at Paterson and eleven feet six inches in diameter at Newark Bay. This will require the erection of a pumping plant on the shore of the bay, and its constant operation to keep the sewage in motion. The length of the sewer between the above points will be, approximately, 82,900 feet, or 15.7 miles.

Fifth—The matter of cost of the sewers for the daily collection of 270,000,000 gallons of foul water from the Passaic watershed and of its discharge into Newark Bay, as hereinbefore outlined, is as follows:

82,900 feet of sewers from 7 feet to 11.5 feet diameter	$3,960,000
Pumping station at Wallington	50,000
Pumping station at Newark Bay	500,000
Outfall pipe for discharging 100 million gallons daily from the west shore of Newark Bay to deep water in New York Bay	2,500,000
Total cost, exclusive cost of land	$7,000,000

In conclusion the Commission say: "We believe that a joint disposal of the sewage of the lower Passaic valley into New York Bay is more economical and more satisfactory than a divided system, in the future as well as at present."

From the taxpayers' point of view the cost of the Commissioners' plan presents itself as follows: It would involve a bond issue of about two and one-half per cent of the taxable valuation of the territory comprising the sewer district. This means a four per cent interest account, or about ten cents on $100 valuation per year. Supposing the cost to be laid uniformly upon the taxable valuation of the whole district, a tax of less than seven cents per $100 valuation, after ten years, with no payment until that time, would create a sinking fund which would extinguish the bonds at maturity.

A matter of importance to be considered now is what would be the difference in cost to Bloomfield taxpayers of this sewer project as an independent municipality, or as a part of the City of Newark. It is evident that Bloomfield's valuations would not be in the least decreased under Newark rule, and as the cost is figured on valuations alone, it is evident that the territory of Bloomfield would bear the same proportionate cost regardless of the question of governmental authority. The strongest arguments urged in favor of joining Newark by the advocates of annexation. There does not appear anything in the Sewer Commission's report [illegible] along that would cause the sewer project [illegible]

[illegible] Electric Co. of N. J.

.....Free Deliveries.